

ADS LAY PLANS FOR ED SERVICE

ral Daily Trains
employees Who
n Loyal.

RT STRIKE,
AF FOR WORST

and C. & O. Office
Roses' Management
of Their Support.

EVEN'S ISSUES STATEMENT

vers Railroad's Views on Contro-
versy Now Threatening to De-
stroy Industrial Peace.

Tentative schedules and plans for
erating as many trains as possible
immediately after the strike is placed
effect Monday morning. In the event
all efforts to stop the strike are unavailing,
are being worked out yesterday.
Richmond railroad officials. With
bargees declared against freight as
preliminary protection to the rail-
roads and the public, and passengers
arned to reach their destinations not
er Sunday night to avoid prole
delays and inconveniences, local
als bent their efforts towards de-
ing a provisional transportation
om manned by such employees as
stand by the roads.

Richmond, Fredericksburg and Po-
mac Railroad headquarters officials
ade the statement late yesterday that
air trains would continue in service.
A fleet number of men, within and
out the brotherhoods, they said,
assured the management that they
not walk out to make possible the
ation of trains between this city
Washington. While admitting
service might be curtailed, they
unusually well prepared, they
to handle the situation.

MAKE EVERY EFFORT
TO HANDLE FOODSTUFFS

cerns of this road said that they
be able to handle quantities of
riant perishable freight, such as
tuffs, indicating that there was
le to be unduly alarmed about
ood supply. The road expected no
le in handling the mails, or in
taining a reasonable passenger
ce.

a Chesapeake and Ohio Railway
likewise making plans for the
ation of its trains, and confer-
ences between operating heads were
nued late into the night. Both
y, it was learned, will depend in a
measure on their shop employ-
erate the locomotives and for the
mechanical work. From the
in the general offices, especially
e transportation departments, will
lected many to act in the capacity
nductors and trainmen. Officials
aid roads were authorized to re-
ment that many of the men in the
al offices would make equally as
running crews as some now em-
ved in that capacity. The railroads
also depending on many members
e brotherhoods who are expected
main at their positions.

COMPANIES DECLARE

Y VARYING EMBARGOES
e railroads and one steamship
any entering Richmond have de-
clared embargoes, more or less
gent, against freight and pas-
sengers, effective at various times
Monday morning at 7 o'clock.

that issued orders yesterday
st the acceptance of freight were
South of the Chesapeake and Ohio,
Seaboard Air Line and the Old
Union Steamship Company. The
mond, Fredericksburg and Potomac
the Norfolk and Western Rail-
declared embargoes Wednesday.

the Atlantic Coast Line issued a
statement last night warning pas-
sengers that, effective to-day, all tick-
ets will be sold and baggage checked
subject to delay and detention. No
ations as to freight movements
been received by local officials,
such orders, they said, might be
ected to-day.

ICIALS TAKE COUNCIL

TO MEET EMERGENCIES
al officials generally were re-
ed in their statements yesterday,
were apparently waiting for the
ement to run its course. Operat-
heads, however, having received
s from the executives to be pre-
ed in an emergency, were devoting
ir time to the devising of plans for
rating trains should the strike be
lied.

The employees have been ordered by
strike leaders to leave their posi-
ons at 7 o'clock Monday morning, or
snoon thereafter as they may run
r trains into a junction point. Much
erest was expressed in Richmond
terday as to what would happen to
st trains that were scheduled to
ve this city after the time set for
strike.

Richmond, Fredericksburg and Po-
mac Railroad stated that its first
Monday morning was scheduled
ve Richmond at 8:40 o'clock, and
at it would be started. It is prob-
ly, officials said, that it would be held
few minutes to make connections with
Atlantic Coast Line train due to
ive at 9:15 o'clock. Strike orders
uld require the trainmen to allow
train to stop in this city. Should
be the case, mails and passengers
be able to continue via the Rich-
mond and Washington line.

ERAL OFFICE EMPLOYEES

DECLARE THEIR LOYALTY
Local agents of the other roads
ated that some of their trains would
be operated. They have all taken
ame action as the Chesapeake
Ohio and Potomac, Fredericks-
and Potomac lines. Several con-
ces were held yesterday to decide

Continued on Second Page.)

Railroads of South Make Strike Plans

Officials Hope to Keep Trains
Running in Event of
Walkout.

ATLANTA, GA., August 31.—Railroad
officials throughout the South were
active to-day planning to keep trains
running in the event of a strike of the
four brotherhoods of trainmen. At
Savannah, Wilmington and Washington
traffic officials and superintendents of
the Central of Georgia, Atlantic Coast
Line and Southern Railways, three of
the largest lines in the Southeast, were
in conference with general officers in
response to calls sent out when the
situation seemed acute.

Following a conference of the rail-
way heads at Washington to-day a
statement was issued warning the
public that some inconvenience was to
be expected if a strike should come,
but it was indicated that day passenger
service would be maintained. Con-
fidence was expressed that at least
one such train would be run each day.
Atlantic Coast Line officials, beyond
stating that an embargo had been
placed on all freight after midnight
to-night, declined to discuss what had
taken place at their conference.

The Central of Georgia road an-
nounced to-day that in the event of a
strike all its shops would close, throw-
ing more than 1,000 men out of work.
The Atlanta Steel Company, employ-
ing 1,000 men, and engaged chiefly in
making war munitions, made a similar
announcement.

Several roads joined those that had
placed embargoes to-day. Among them
were the Nashville, Chattanooga and St.
Louis, Chesapeake and Ohio, Tennessee,
Alabama and Georgia, Mississippi Central.
In some cases, notably that of
the Nashville, Chattanooga and St.
Louis, the embargo applies to dead
freight as well as perishable goods.

FORD APPLICATION GRANTED

Vitagraph Company's Action for \$1,000,-
000 Damages Transferred to
Federal Court.

NEW YORK, August 31.—Supreme
Court Judge Delehanty to-day signed
an order transferring the trial of the
\$1,000,000 damage action brought by the
Vitagraph Company against Henry Ford
to the Federal court. The transfer was
made on the application of Ford.

The Vitagraph Company alleges its
business interests were injured by
Ford's published statement that the
moving-picture play, entitled "The Battle
Cry of Peace," was produced to help
the "preparedness" campaign of munition
manufacturers.

SEAMEN NOT TO STRIKE

Secretary of Great Lakes' Union
Denies Sympathetic Move Is
Considered.

[Special to The Times-Dispatch.]
CHICAGO, August 31.—Seamen on
the Great Lakes will not become in-
volved in the railroad strike if called
according to Victor A. Olander, secre-
tary of the Lake Seamen's Union. In
a statement issued by an officer of
the union in Cleveland, it was said
that 15,000 lake seamen would go out
in sympathy with the railroad brother-
hoods, and Mr. Olander had the strike
order in his pocket.

"The lake seamen have not even con-
sidered a sympathetic strike with the
brotherhoods," said he.

ENDS BITTER STRIFE

Appointment of Von Hindenburg in
Place of Von Falkenhayn Victory
for Von Bethmann-Hollweg.

LONDON, August 31.—The displace-
ment of General von Falkenhayn by
German chief of staff and the appoint-
ment of Field Marshal von Hindenburg
to that post are said by Reuters' cor-
respondent at Berne to mark the end
of long and bitter strife between these
men.

Field Marshal von Hindenburg, he
says, is believed generally to favor the
moderate policy of Chancellor von
Bethmann-Hollweg, while General von
Falkenhayn is among the opponents of
the Chancellor.

NEW WAR LOAN IN GERMANY

Subscriptions Already Coming In. Two
Banks Offering to Take 70,000,000
Marks of Issue.

BERLIN, August 31 (by wireless to
Saville).—Subscriptions for the new
German loan, the fifth war loan, al-
ready are coming in. The Agricul-
tural Central Loan Bank has subscribed
60,000,000 marks and the Elberfeld Sav-
ings Bank 10,000,000 marks.

The date for the official opening of
subscription lists is September 4. It is
understood that the loan which, like
the previous issues, will pay 5 per cent.
is to be issued at 98.

FAIRBANKS NOTIFIED

Republican Leaders From All Sections
Attend Ceremonies at
Indianapolis.

INDIANAPOLIS, IND., August 31.—
Charles Warren Fairbanks was notified
formally this afternoon that he had
been nominated for the vice-presidency
by the Republican party. Senator
Sherman, of Illinois, delivered the ad-
dress, and Mr. Fairbanks made reply,
accepting the nomination and discuss-
ing the issues of the campaign.

Republican leaders from all sections
attended the ceremonies on the lawn
at Mr. Fairbanks' home.

Why Peter Hoffers are finding surpris-
ing relief in Luther's Menthol Candy Cough
Syrup. Adv.

GREECE TO ENTER WAR, SAYS ATHENS

Believed Die Will Be Cast on
Side of Entente Within Twen-
ty-Four Hours.

ROUMANIAN FORCES PUSH ON

Austro-Hungarian Defenders Re-
tire to Second Line Along
Lower Carpathians.

[Special Cable to The Times-Dispatch.]
LONDON, August 31.—The speedy
entrance of Greece into the war, prob-
ably within the next twenty-four hours,
is predicted in dispatches from Athens
to-night.

Long before the Greek elections,
which are scheduled for October 5, the
army will have been mobilized and
fighting under the flag of the entente
allies, it is declared, will have begun.
King Constantine, under close guard
in his palace, is believed to have
played his last card to keep the na-
tion out of the war. Details of a
conference scheduled for to-day be-
tween the monarch and the entente
ministers, French, Russian and British,
are eagerly awaited.

From Athens has been de-
layed from twenty-four to forty-eight
hours for the last two weeks, and late
to-night no intimation of the result of
this likely to be historic conference
had reached here, except possibly by
the Foreign Office in diplomatic dis-
patches.

The Greek army is preparing for
active service. All staff officers on
leave have been recalled, and a gen-
eral mobilization order is expected
at any moment.

The Greek legation here to-day de-
nied sensational reports sent out from
Saloniki that the King had fled to
Larissa to seek protection under a
German Uhlans guard, and that fight-
ing between allied and Greek troops
was going on around his summer home,
near Athens.

ARTILLERY IS ACTIVE

ON ALL BATTLE FRONTS
Artillery is active on all the battle
fronts of Europe, but only on the
Transylvania-Roumanian border has in-
fanty been engaged to any extent.

Bad weather hampers operations in
France; the Russians and Austro-
German forces on the eastern line are
engaged, as are the entente forces and
the armies of the central powers in
Macedonia, and the Austrians and Ital-
ians have yet to renew their desperate
fighting of a few weeks ago.

Along the whole line of the lower
Carpathians, the Roumanian armies are
reported attacking the Austro-Hun-
garian forces. The defenders are said
to have retired to their second fortified
line.

Northeast of Kronstadt, the Austro-
Hungarian forces have taken new posi-
tions west of Csik Sereda, on the
Atula River, after fighting with the
Roumanians. This shows that the
troops of King Ferdinand have broken
through the mountains on the eastern
border of Transylvania, as well as on
the south. Roumanian attacks east of
the Iron Gate, on the Danube, were
repulsed, Vienna says.

Russian troops are marching through
Dobruja, but whether to strike at
Bulgarian north of Varna or to aid the
Roumanians invading Transylvania it
is not known.

It is reported a Russian fleet has
arrived at Constantza, the principal
Roumanian Black Sea port, and the
Bulgarians are said to fear a combined
land and sea attack on Varna. Rus-
sian, Bulgarian, on the Danube, a re-
port to Paris says, has been occupied
by the Roumanians.

Vothynia the Russians have re-
pulsed a German attack northeast of
Kovel with severe losses.

On the Somme front French forces
have made progress in local operations.
North of the Somme there has been
no change.

PROGRESS FOR FRENCH

SOUTH OF THE SOMME
PARIS, August 31.—To-night's com-
munication reports progress south of
the Somme, near Estrees and Soyecourt,
but says that elsewhere along
the French front there is nothing im-
portant to report. The statement
reads:

"On the Somme front our artillery
displayed great activity during the
day. North of the river a German
cavalry attack on our positions at
Maurprie wood was easily repulsed.
"South of the Somme local opera-
tions resulted in progress south of the
village of Estrees and southwest of
Soyecourt wood, where we took
prisoners."

"The customary ammunitions occurred
on the rest of the front."

ENEMY DETACHMENTS

REPULSED BY FRENCH
BERLIN, August 31.—To-day's state-
ment says:

"Western theater: In the sector ex-
tending on both sides of Arrmentieres
the enemy deployed lively artillery ac-
tivity. His reconnoitering detach-
ments, which advanced after strong
artillery bombardment in surprise at-
tacks, were repulsed.

"Near Roincourt, north of Arras,
a German patrol took a number of
prisoners in the British trenches."

ROUMANIANS PENETRATE

WELL INTO TRANSYLVANIA
BERLIN, August 31 (via wireless).—
The Austrian official report of to-day
shows that the Roumanians have pen-
etrated well into the interior of Transyl-
vania. The Austrians have fallen back
west of Csik Sereda, fifty miles north-
east of Kronstadt, which is six miles
over the border.

The announcement follows:
"On the heights east of Horeulesfurdo
(also known as Mehadia, near the Iron
Gates of the Danube, fifteen miles north
of Orsova) Roumanian attacks were
repulsed."

"Austro-Hungarian troops fighting in
(Continued on Third Page.)

RAILROADS OPPOSE ADAMSON MEASURE

Its Passage Would Only Post-
pone Issue, Say West-
ern Executives.

BELIEVE EMPLOYEES LOYAL

Enforcement of Strike Order
Not Expected Seriously to
Cripple Operation.

CHICAGO, August 31.—Passage by
Congress of the Adamson compromise
eight-hour bill probably would post-
pone a trainmen's strike, but it would
not settle the matter, presidents of
three Western railroads declared to-
night. Furthermore, such legislation
would be far from satisfactory to the
railroads, they said.

"The railroads would take no precipi-
tate action in event the bill was
passed," said Hale Holden, president of
the Chicago, Burlington and Quincy,
who was spokesman for the railway
managers at their recent conferences
with President Wilson. "But we cer-
tainly will not allow an illegal law to
stand if we can help it."

"It is my understanding that the Su-
preme Court of the United States has
held recently, in two cases, that the
Congress of the United States has abso-
lutely no power to fix wages. That is
what the Adamson bill amounts to,
according to my understanding."

"If it is passed it would only post-
pone the issue."

Similar sentiments were expressed
by E. P. Ripley, president of the At-
lantic, Topeka and Santa Fe, and
President Kurrie, of the Monon.

CONGRESS HAS NO RIGHT

TO PASS SUCH MEASURE
"Such a measure might well be sat-
isfactory to the men, inasmuch as it
gives them what they are seeking, an
eight-hour day with ten-hour pay,"
said Mr. Ripley. "It is not satisfactory
to the railroads. Congress has no right
to pass such a measure."

Marvin H. Hight, Jr., vice-president
of the Chicago and Northwestern Rail-
way, said to-day that in the event of a
strike his road had received such as-
surances of loyalty from trainmen as
to justify the prediction that passenger
service would be maintained practically
unimpaired. E. D. Sewall, vice-presi-
dent of the Chicago, Milwaukee and St.
Paul, said that his road had assur-
ances from its men which justified a
statement that the road would be able
to care for the real necessities of the
public.

It was reported that others of the
twenty-three roads centering in Chi-
cago felt that enforcement of the strike
order would fall to cripple them seri-
ously.

Presidents of railroads centering in
Chicago met at the Chicago Club this
afternoon. A brief statement issued
after the meeting said:

"Methods of dealing with the condi-
tions which will be created if the
strike comes were discussed, but no
definite plans were adopted."

UNORGANIZED EMPLOYEES

WANT TO BE INCLUDED
Similar meetings will be held daily
until the situation has cleared. Repre-
sentative of unorganized railway em-
ployees here to-night telegraphed Sen-
ator W. C. Adamson at Wash-
ington, urging that he include in his eight-
hour law provisions for an eight-hour
day for the unorganized employees also.

The telegram stated the unorganized
employees are working from nine to
eleven hours daily, and it is only
justice that they should share in any
proposed compulsory benefit.

PROVIDE AGAINST SUFFERING

IN POSSIBLE EMERGENCY
NEW YORK, August 31.—Although
the prospect of averting the threatened
nation-wide railroad strike was con-
sidered encouraging to-night, city of-
ficials and representatives of New
York's industry continued their ef-
forts to provide against suffering in
a possible emergency.

Commissioner of Police Woods pre-
pared an appeal to the railroads and
employees, urging them, in the event
of a strike, to permit food supplies to
reach the city. The commissioner also
urged that he would act vigorously
against dealers who raised food prices
brought here weekly, much of it perish-
able. The department's health esti-
mates that more than 1.5 carloads of
fresh milk alone are required weekly.
Estimates of the city's needs of flour
run from 100,000 to 175,000 barrels a
week.

Fear was expressed to-night that
embargoes already declared by the
railroads might seriously affect the
situation, even should the strike be
called off. The placing to-day of what
was said to amount virtually to a
blanket embargo on all freight by the
Long Island Railroad, which serves the
market gardening section of Long
Island, further complicated matters.

STRIKE-BREAKING COMPANIES
RECRUIT RAILROAD WORKERS

At all the big railroad centers here
it was evident to-day that preparations
are being made to keep as many trains
as possible running after the brother-
hood men leave their posts. All the
strike-breaking companies have begun
to recruit railroad workers. Day and
night classes of instruction are in
progress for men destined to take the
places of the strikers. There is extra-
ordinary demand in the employment
agencies, not only for men who have
had steam railroad experience, but for
trolley motormen, electricians and sta-
tionary engineers and firemen.

The West Shore Railroad is recruiting
men at Weehawken terminal, using
an old trolley as headquarters. De-
fective bureau are engaging abili-
tied men to act as guards of rail-
road yard and terminal buildings.

Railroad men are being urged to
handle duties in case of a strike.

(Continued on Third Page.)

Adamson Measure to Avert Strike Acceptable to Brotherhood Leaders

WASHINGTON, August 31.—The
text of the Adamson bill, which
brotherhood leaders said to-night
could avert the nation-wide railway
strike if enacted by Saturday night,
is as follows:

"Be it enacted by the Senate and
House of Representatives of the
United States of America, in Con-
gress assembled,

"Section 1. That beginning De-
cember 1, 1916, eight hours shall
be the standard day's work for all
employees who are now or may here-
after be employed by any railroad
which is subject to the provisions of
the act of February 1, 1887. 'An act
to regulate commerce,' as amended,
and who are now or may hereafter
be actually engaged in any capacity
in the operation of trains subject to
the transportation of persons or
property on railroads, from any
State or Territory of the United
States or from one place in a
territory to another place in the
same territory, or from any place in
the United States to any other place in
the United States through a foreign
country, or from any place in the
United States to any other place in
the United States.

"Section 2. That the President
shall appoint a commission of three,
which shall observe the operation
and effects of the institution of the
eight-hour standard workday as
above defined, and the facts and
conditions affecting the relation be-
tween such common carriers and

employees during a period of not
less than six months nor more than
nine months, in the discretion of the
commission, and within thirty
days thereafter such commission
shall report its findings to the Pres-
ident and Congress; that each mem-
ber of the commission created under
the provisions of this act shall re-
ceive such compensation as may be
fixed by the President. The sum of
\$25,000, or so much thereof as may
be necessary, be, and hereby is, ap-
propriated out of any money in the
United States Treasury not other-
wise appropriated to be immediately
available and to continue available
until the close of the fiscal year
ending June 30, 1918, for the neces-
sary and proper expenses incurred
in connection with the work of such
commission, including salaries, per
diem, traveling expenses of members
and employees, and rent, furniture,
office fixtures and supplies, books,
salaries, and other necessities, the
same to be approved by the chair-
man of said commission and audited
by the proper accounting officers of
the Treasury.

"Section 3. That pending the re-
port of the commission, herein pro-
vided for, and for a period of thirty
days thereafter, the compensation
of railway employees subject to
this act for a standard eight-hour
workday shall not be reduced below
the present standard day's wage,
and for any necessary time in excess
of eight hours such employees shall
be paid at a rate not less than the
pro rata rate for such standard
eight-hour workday.

"Section 4. That any person vio-
lating any provision of this act shall
be fined not less than \$100 and not
more than \$1,000, or imprisoned not
to exceed one year, or both.

Public Eventually Must Foot the Bill for Eight-Hour Day

Both Sides to Rail Contro-
versy Given Hearing
on Proposed
Legislation.

WASHINGTON, August 31.—Repre-
sentatives of the railroads, of the train-
men brotherhoods and of shippers' or-
ganizations argued for nine hours to-
day before the Senate Interstate Com-
merce Committee on legislation pro-
posed to avert the threatened strike,
recompense the roads for any added
financial burden, and perfect machinery
to make impossible in the future an-
other crisis like the present. To-night
the committee worked until late on the
bill to be presented to the Senate to-
morrow.

Out of the nine hours' argument two
facts stood out clearly.

In the estimation of all affected par-
ties Congress alone can prevent a
strike, and the public eventually will
foot the bill for an eight-hour day
with ten-hour pay, which the train-
men demand. The railroad executives
and the shippers insisted that the
strike order at least should be post-
poned, and the four brotherhood chiefs
declared with equal vehemence it could
not be.

All sides apparently were more or
less satisfied with the hearing which
had given them an opportunity to lay
their cases before the public.

A dramatic scene, in which A. B. Gar-
retson, spokesman for the trainmen
and president of the Order of Railway
Conductors, was the central figure,
brought the hearing to a climax
night shortly before the taking of tes-
timony closed.

QUESTION INVARIABLY

EVASIED BY LABOR HEADS
Throughout the day, members of the
committee at different times had asked
the four brotherhood heads if they
were powerless to stop the strike save
by reporting a settlement satisfac-
tory to their men. The question in-
variably was evaded, the replies being
that Mr. Garretson would explain the
situation before the hearing closed.

For almost an hour Mr. Garretson
kept the crowd laughing with quaint
expressions and humorous stories.
When he had only three minutes left
in which to speak, his brother presi-
dents urged him to answer the ques-
tion of power to postpone a strike. He
suddenly became serious, stood erect,
gazed at the ceiling for a moment and
then began to speak.

"We have been asked," he said slowly,
"if we have the power to defer this
strike. It has been called for next
Monday. I have the power to defer
that date in my organization, but in
the other organizations the situation
is different. The heads of the other
brotherhoods cannot call back the
strike order."

"But here is where I stand, for
years my men have trusted me. When
I stood before the President the other
night and he asked me if I could do
it, I found my Gethsemane. To the
men who have made me the recipient
of all these things, I owe my first obli-
gation. I can put it off, but if I did,
without gaining a satisfactory settle-
ment, there would linger in the minds
of those who have trusted me thoughts
of treachery. If I put it off, across a
fair record of thirty years would be
written the word 'Traitor.'"

For a moment the witness paused
and seemed to peer far out over the
heads of the crowd. Then (he came
into his eyes and rolled
back. He started

strength, he threw out his arms, lower-
ed his eyes to the crowd, and in a
low voice asked, "Can I face it?" and
dropped into his chair.

GARRETSON RELIEVES

SITUATION BY LEAVING
Not a person in the room moved for
several seconds. Mr. Garretson re-
lieved the situation by rising from his
chair and leaving the chamber.

A. P. Thom, general counsel for the
Southern Railway and counsel for the
railway executives' advisory committee,
closed for the railroads with a summary
of the arguments against the eight-
hour day. He said the railroad execu-
tives are acting in a fiduciary capacity;
that they must see that there is a fair
return on the money invested in rail-
roads, and that any wage increases are
not distributed to only a comparatively
small part of their employees.

"We do not claim the right to decide
this question," said Mr. Thom, "any
more than we think that any interested
party ought to be allowed to decide it.
We were told that the eight-hour day
is not a fair return. The answer to that
is that these gentlemen would not have
an eight-hour day and would not
accept it if it was tendered to them."

Mr. Thom said that never in any
legislative act nor in any party plat-
form had the position been taken that
a man should work eight hours and
be paid for ten.

"We promised to keep an account on
the basis of an eight-hour day while
a commission sought to ascertain the
facts and to pay from the beginning
whenever an award should be made,"
he added. "If you are your con-
science to witness whether in this at-
titude there is any purpose to deny
human rights or to deal arbitrarily
with any rights of the employees."

"This crisis, important enough for the
President of the United States to sub-
mit the issue to Congress, should be
carefully and deliberately considered.
But here you are denied the right for
time and deliberation on merits of the
proposals. You are told that you must
surrender before next Monday or this
nation will be plunged into a calamity
of starvation and ruin in order that the
views of a few may prevail."